



giant inflatable toys of pre-historic monsters who



POOLS? LANDES

THE EXPRESSION OFTEN SAN BLACK JACK WATCHING MINGEST RIDGE POUNDING HIS MORSES FLOWERS YOUNG TON CATO GOTTO BE A FRIEND. IN A WAY -- AND BLACK JACK NEER LET A BUIDDY COWN ...



IN TRAIL

AND GOLD SACKS TO THE NTHAT CASE. NE BOTH LOSE - YOU LOSE YOUR S'POSIN' AND & LOSE





TON GITS ROPE FAST -- HE DON'T WASTE WITE FEBRUARY TON GREEN FAST -- HE DON'T WASTE WASTE

























diotely for your set! Satisfaction avoranteed - or your money back!

Dest. RW-2 JOSELY CO 1472 Broadway, New York 36, N. Y Querlamen, Here is my \$1.25 Please thip my to bowling set immediately. If set pleased, I will refer not for full referd

BLACK JACK

BLACK











BLACK JACK

BLACK TO THE STATE OF THE STATE











THE CHASE!

THE MESCALERO APACHE WAS WEAKENING... FIVE DAYS OF FLIGHT ACROSS THE WHITE MOUNTAINS DAYS IN THE WATERLESS DESERT HIGHTS WITHOUT SHEETER FROM THE SITTER WIND... IT WAS TOO MUCH DESERT HIGHTS WITHOUT SHEETER.



























Rocky Lanes

BEAGK JACK

"HORSE HUNTER'S

ÉICHS WAS A VETERAPIN THE GAM E -HE D CAUSHT AND TRAVED HOUSANDS OF MUSTANGS CAUSHT AND TRAVED HOUSEN -NOW HE WEST HE'SEE FRANCE -NOW HE WEST ALL CUT TO GET BLACK JACK WHEN HE SPOTTED HAM FLY ING ALONS THE RIDGE. INVITING A CHASE !







BLACK NOTION OF THE PROPERTY O





















BLACK JACK

























BLACK JACK EW THEY'D ROPE NO MEN WAS WARY -- HE KNEW THEY'D ROPE HORSE THEY BOTH RODE WAS THE KEY -- BG RED! BLAST IT, RED, CALM DOWN! THE WILD HOSS IS GAIN! YUH IDEAS! WE'RE IN TROUB! E ENOUGH DUCKIN! THE SHERPE'S POSSE! BLACK JACK HADTRAILED THEM FOR TWO DAYS ... I WANTED BIG RED FREE THEY NERE IN TROUBLE, THEY WERE IN TROUBLE, G RED SAN BLACK HORSES AND MEN! NO PAIN HAD FALLEN IN MONTHS. SOMETHING ELSE .. RECOGNIZED BIG RED-THEY'D BEEN CAREFREE COLTS TOGETHER ONCE AND REMEMBER BLACK JACK'S COAT WAS GLISTENING, WET WITH WATER ONCE, AND REMEMBEING THOSE DAYS, WAS ED BG RED TO JOIN HIM AND ROAM THE HILLS ONCE AGAIN...





Traders Transportation

So you want to know more about the fur trade in the Old West? The Old Timer at the Frontier Museum is just the man to give you all the information. Now he's going to speak

so you better give him your full artention.

"St. Louis, he principal mart and outfitting point for the fur trade was from one to two thousand miles distant from the best hunting grounds. The matter of transportation to and from regions to remote in those days was of very great importance. All that portion of the traffic which was confined to the immediate valley of the Missouri, was carried in river craft—mottly in steamboars or keedboosts. In down—mottly in steamboars or keedboosts. In down-

valley of the Missouri, was carried in river craft — mostly in steambous or keelboots. In down-stream navigation use was made of mackinaws, bull-boats or zanoes which were borne along by the current with but slight assistance from the oars. The interior expeditions to the valleys of the Great Salt Lake and Green river were at free conducted by pack rains, titer largely with

wagons The later Santa Fe principally with wagons.

The keelboat, the historic predecessor of the steamboat, was extensively used down to 1830 and did not disappear from the Missouri river for several years thereafter. It was a boat of no mean dimensions, averaging from sixty to seventy-five feet long, fifteen to eighteen feet beam and three to four feet depth of hold. It was built on a regular model, with a keel runnine from how to stern, whence its name Rising from the deck some four or five feet was the cargo box which was cut off at each end about twelve feet shorter than the boat. This part of the boat as the name implies was eenerally used for freight, but was occasionally fitted up with staterooms when used for passenpers only. The bost was built on thorough principles of ship craft and was a strong sub-

The means of propulsion was various and were intended to unlike all the forces which man and nature rendered available. The cordeille was the main reliance — a long line attached to the top of a high mast which stood a little to the top of a high mast which stood a little though a ring which was fastened by a short line to the low to help guide the boat and was drawn by twempy to forty men strong along the short. The reason for attaching it to the mast was that it might weing deter of the branch was the string the wing deter of the branch was that it might weing deter of the branch was the string the wing deter of the branch was that it might weing deter of the branch was the string the wing deter of the branch was the string the wing deter of the branch was the string the wing determined to the string the string the way to the string the way the string the way to the string the way that the string the way the string the way that the string the way the string the way the string the stri

It often happened at river crossings and elsewhere that the cordell could not be used. In such cases poles had to be used instead. They were of various lengths mitted to convenient handling and were quipped with bills or knobs at the upper ends to rest in the hollow of the upper ends to rest in the hollow of the propose, the vopagerus were ranged in single file on each side of the deck near the bows, feating at Plasting their poles on the river bottom. All the same time walking towards then, at the same time walking towards the stem along the passe awart — a narrow walk some fifteen inches wide on each side of walking to their pressure, moved about.

pressure, moved anead.

It now and then happened that deep water
was found in places where neither pole nor
cordelle could be used. Cars were then resorved
to, of which there were five or six each side of
the bow. A very important aid, strange as it
may seem, considering the character of a stream
like the Misoann, was the sail. It was at times
of great assistance and even sufficient in itself to
proped the boat against the outrent.

The wooden canoe, dug out from the trunk of the cottonwood, and hence often called a "dugout" was a very useful craft. Many a journey was made in these crude boats — from the heart of the wilderness two thousand miles away to St. Louis. They were extraviely used

for local traffic in the neighborhood of the

The mackings was a flat-horrowed boar pointed at both ends. Sometimes forty to fifty feet long with twelve feet beam and three to four feet depth of hold. The oursmen, four in number, were in the how and the steersman was on a high perch in the stern, while the cargo was piled up in the space between them. The current was the main reliance for propulsion.- The cargo was about fifteen tons. The rate of progress was seventy-five to one hundred miles per day. And the cost about two dollars per day or about one and a half mills per mile ton. The boats were cheaply made and were intended only for downstream navigation. then were shandoned at St. Louis. They were the cheapest of all methods for carrying freight The bull hour was made of buffalo skins

sewn together and stretched over a frame of willow and cottonwood poles. The size was commonly about twelve by thirty feet and twenty inches deep. It had the least draught of any river craft and was therefore best adapted to such shallow streams as the Platte. The cargo generally consisted of robes and amounted to ewo and a half tons weight, causing a draught of only four inches. These boats, in one form or another, saw extensive service on Western

The fature of frontier life is more intimately behaled with the history of the Western coursey than the Missouri river steamboart. It was an attractive looking craft. The river boar drew only three or four feet and was therefore almost entirely above the surface. The boars were flat bottomed. First they were propelled with side wheels but later with one wheel in

the stern. The freight storage was in the hold. Everything else — boilers, engine, cabins was above the main deck. The annual voyages of the steamboats were great events both at St. Louis and the various posts. The boat carried the necessary outfit for a year's trade and generally also a

hundred or more people for service in the Indian country.

The cravans, which followed the land route to the mountains or to Stan Be were generally started from Independence, Missouri. In the earlier years pack trains were exclusively used. Later wagons were resorted to for a part of the distance. Mules were used as pack animals. The cravans moved fifteen to twenty-five miles per day. They camped at the end of each days pourney wherever good grass, wood and water were to be found. Great caution was always.

raken to guard against Indian attacks.

After about a mount's wanderings, the caravan attried at the annual rendervous in some
valley, where it had been attranged the previous
that particular date. From all directions came
the roving population of the country. First
there were the bands of trappers who were in
the regular employment of the companies, and
who had passed a long and tone-some winter
who eathered with the rest to dispose of the

fruits of their labors. To the same spot came numerous Indians with furs or horses to self. In transporting the furs to market they were nade up into packs weighing about one hundred pounds each. They were very securely packed and so wrapped as to protect them from

falo robes, fourteen bear, sixty otter, eighty beaver, eighty raccoon, one hundred and twenty foxes, or six hundred muskrat skins. A common unit of price in the easiler years of the trade was a first class beaver skin worth in the neighborhood of six dollars, It was called a PLUS and was much used at that time.

Along the Missouri valley communication by Express was had at intervals throughout the year with St. Louis. Such was the case occasionally from the mountains. The express down the valley was generally by canoe, except in winter when dog trains were used above Council Bluffs

and saddle horses below. The express was an important matter.

It gave the officials at St. Louis news from their remote establishments, brought down requisitions from the various posts for the next year's supplies, and reported the state of the winter; also the approximate depth of snow in

the mountains and the probable time of its melting.

Of the many terms peculiar to the fur trade no one was of more common use than the word CACHE. It frequently happened that parties had to abandon temporarily the property they were carrying — with the intention of returning for it at a more convenient time. The proting for it at a more convenient time. The protion as to prevent its loss or injury. The orche as ordinarily reprared, consistent of a deep not provided to the property of the property of

in the pround. The best site was in dry soil.

It was fined with sticks and leaves. After which the goods were carefully placed imide.

The greatest difficulty was to conceal it after everything had been hidden. From the sharp eyes of the sons of the prairies no trace however minute would escape. The trick was to leave the ground looking just as it did before. In turf, the sold was replaced, in other places, it was usual to build a camp fire over the eache. This obliterated all evidence of the work.

Cache Valley in Utah got its name from the caches created by the traders,
More than a century had passed since the fur trader was an important person in this country. Wonder what he would bave thought had he ever dreamed of a day when synthetic

packed and an wapped six to protect them from the weather. A pack of furn contained in but the weather. A pack of furn contained in but the weather. A pack of furn contained in but the weather. A pack of furn contained in but the weather. A pack of furn contained in but the weather. A pack of furn contained in but the weather a pack of furnishing the weather and the weather a pack of furnishing the weather a pack of furnishin

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ROSSILANS BI

THE ANFIL FURY OF THE ELECTRICAL STOL CRASHED AND THUNDERED IN THE EARS THE TERRIFIED HERD FRANTIC MARRES TRIED TO GET TO THE MEADOWS AND TRE BUT THE MIGHTY STALL ON FOLIGHT THEM







BLACK JACK













BLACK JACK

COCKER THE COCKER ST. COCKER ST.











BLACK JACK THE BRRATIC FUNNEL MONED ON, DARTING, STOPPING, TEARING ENERYTHING APART THAT FELT ITS DEADLY TOUCH...



























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